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IN 37012

TOR: 28/2211Z JUL 69 DES

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IDEALIST, [REDACTED]

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REF: A. [REDACTED] NOTAL (IN 36949)

B. [REDACTED] NOTAL (IN 36940)

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C. [REDACTED] NOTAL (N/R)

D. [REDACTED] NOTAL (IN 36407)

E. [REDACTED] NOTAL (N/R)

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SUBJECT: [REDACTED] FLIGHT TEST PROGRAM

1. PROJECT HQ CONCURS WITH SCHEDULE IN REF B.

2. FOLG IS HQ GUIDANCE FOR PROJECT:

A. SCHEDULING

(1) IN ORDER TO ESTABLISH A VALID DATA BASE, FLIGHT TESTS MUST BE FLOWN WITH TEST SURFACES FRESHLY PAINTED AND AS FREE FROM CONTAMINATION AS POSSIBLE. THEREFORE, FLIGHTS MUST BE FLOWN AS SOON AS POSSIBLE AFTER TEST PAINT HAS DRIED AND HARDENED.

(2) FLIGHTS SHOULD NOT BE SCHEDULED SOONER THAN 36 HOURS AFTER COMPLETION OF PAINTING TO ALLOW FOR PROPER

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DRYING AND HARDENING OF TEST SURFACES.

(3) REQUIREMENT FOR REPAINTING WILL BE DETERMINED BY COORDINATED ANALYSIS RESULTS AND DATA FROM PREVIOUS FLIGHT.

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(4) [] WILL COORDINATE SCHEDULE FOR ADDITIONAL STRIP/REPAINT PROCESS FOR THURSDAY AND FRIDAY DATES WHENEVER POSSIBLE TO ALLOW FOR DRYING OVER WEEKEND ON NORMAL NONFLYING DAYS. IN THESE CASES, TEST FLIGHTS WILL BE FLOWN ON FLOG MONDAY. [] PAINTERS WILL ACCOMPLISH ALL REPAINTS AT

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(5) [] TEST FLIGHTS WILL BE SCHEDULED AND FLOWN IN CONJUNCTION WITH OTHER ART 383 TRAINING, RED DOT, META, ETC., REQUIREMENTS.

B. ROLES AND RESPONSIBILITIES:

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(1) [] - OVERALL TEST PROGRAM COORDINATOR AND APPROVING AUTHORITY. COORDINATE TEST SCHEDULES PER PARA 2.A ABOVE; PARTICIPATE IN ANALYSIS FLIGHT TEST RESULTS; PROVIDE DETAILS OF AREAS TO BE PAINTED FOR SUBSEQUENT TESTS.

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(2) [] - PROVIDE TECHNICAL INTERFACE WITH [] ENGINEERS. SUPERVISE AND ADVISE ON APPLICATION AND REMOVAL OF MAGIC PAINT. COLLECT

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DATA FROM EACH FLIGHT AND COORDINATE TECHNICAL ANALYSIS.

PROVIDE [] COORDINATED RECOMMENDATIONS CONCERNING PAINT FORMULATIONS AND SCHEMES FOR SUBSEQUENT FLIGHT TESTS.

(3) [] - PROVIDE OVERALL FIELD SUPERVISION OF THE TESTS. PROVIDE ENGINEERING, SHOP AND FLIGHT TEST SUPPORT PER AGREEMENTS IN REFS. PARTICIPATE AS REQUIRED IN POST FLIGHT ANALYSIS OF TEST DATA AND RESULTS. PROVIDE AIRCRAFT TEMPERATURE PROFILE DATA. SUBMIT RECOMMENDATIONS CONCERNING SUBSEQUENT SCHEDULES, PAINT SCHEMES, ETC.

(4) [] PROVIDE AIRCRAFT CREWS AND FLIGHT PLANS. ASSEMBLE AND DISSEMINATE INSTRUMENTATION DATA, PHOTOGRAPHS, ARTICLE PILOT AND CHASE OBSERVER RECORDED COMMENTS. PROVIDE COPIES OF FLIGHT TEST DATA AND PHOTOGRAPHY TO [] AND [] ASAP AFTER EACH FLIGHT. PARTICIPATE IN ANALYSIS FLIGHT TEST RESULTS. PROVIDE COORDINATION AND RECOMMENDATIONS AS REQUIRED.

C. REPORTS:

(1) [] - BASED ON U-2 AND T-33 PILOT AND OBSERVER DEBRIEFING COMMENTS, TRANSMIT TO ALL ADDRESSEES THIS MESSAGE POST FLIGHT REPORT RESULTS OF EACH TEST. REPORT DUE NLT 24 HOURS AFTER

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LANDING.

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(2) [] - PROVIDE EVALUATION SUMMARY OF PHASE I FLIGHT TEST PROGRAM TO INCLUDE RECOMMENDATIONS REQUIREMENT FOR FURTHER TESTING IF FEASIBILITY OF FUTURE OPERATIONAL APPLICATION TO U-2R LOOKS OPTIMISTIC.

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(3) [] - PROVIDE SEPARATE REPORT WITH SAME INFO AS REQUESTED IN PARA 2C(2) ABOVE.

3. NCR WILL PROVIDE [] WITH PAINT SAMPLES 25X1A FOR PREAPPLICATION LAB TESTING NLT 4 AUGUST 1969. AIRCRAFT PAINT, INCLUDING PRIMER AND BINDER, WILL BE SHIPPED TO MEET PAINTING SCHEDULE.

4. FOLG PERTAINS TO REF D AND FIRST TEST FLIGHT.

A. PARA 3 - RH PAINT WILL BE COLD COLOR AT MINUS 16 DEG F. (-26.8°C)
LH WILL BE PLUS 32 DEG F. (0°C)

B. PARA 6 - TEST WILL REQUIRE TWO T-33 SORTIES. U-2C AND T-33 WILL RENDEZVOUS AT FL 300 - 350 DURING INITIAL U-2 CLIMBOUT FOR FIRST VISUAL CHECK AND DATA RECORDING. U-2C WILL THEN CONTINUE TO ALTITUDE FOR AIRCRAFT SHAKEDOWN, COLD SOAK AND ADDITIONAL DATA RECORDING. DURING TERMINAL DESCENT U-2C WILL RENDEZVOUS AGAIN WITH T-33 TO ACCOMPLISH ITEMS AS STATED IN PARA 6. WOULD LIKE TO

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EMPHASIZE NECESSARY FOR USE OF EXTREME CAUTION DURING RENDEZVOUS,
JOIN-UP AND FORMATION FLIGHT.

C. PARA 10 - CONCUR WITH SUGGESTION. BELIEVE [] TO
PROVIDE CAMERA AND FILM. PLS ADVISE IDEN AND QUALIFICATION OF
T-33 OBSERVER/PHOTOGRAPHER.

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5. QUESTION ABILITY OF U-2 PILOT TO CLEARLY OBSERVE WING TIP
TEST SURFACES AND COLOR CHANGES IN FLIGHT. PLS ADVISE FEASIBILITY OF
PAINTING SOME OTHER SURFACES, I.E., INBOARD TIP OF SLIPPER TANKS,
WHICH SHOULD BE MORE READILY SEEN BY THE PILOT AND, THEREFORE, SHOULD
RESULT IN MORE MEANINGFUL OBSERVATIONS. ADDITIONAL TEST SURFACE
WOULD REQUIRE THERMOCOUPLE SENSOR INSTALLED FOR DATA COLLECTION.

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6. FOR [] SECURITY:

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A. [] (BOTH CLEARED

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[] PLANNING ARRIVAL [] ON 13 AUGUST TO PROVIDE
TECHNICAL ASSISTANCE DURING INITIAL PAINTING PROCESS.

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B. [] REP, WILL ARRIVE
[] ON 18 AUGUST TO OBSERVE AND PARTICIPATE IN FLIGHT TEST.

END OF MS

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